

**Detailed Statistics - Departures**

Airport: Boston-Charlotte, Quincy, MA-NH - Logan International (BOS)

Airlines: United Airlines (UA)

Month(s): September

Day(s): 11

Year(s): 2001

NOTE: A complete listing of airline and airport abbreviations is available. Times are reported as local time using a 24 hour clock.

Carrier Code	Date (MM/DD/YYYY)	Flight Number	Tail Number	Destination Airport	Scheduled Departure Time	Actual Departure Time	Scheduled Elapsed Time (Minutes)
UA	09/11/2001	51 UNKNOW	LAX	12:55	00:00		364
UA	09/11/2001	159 UNKNOW	SFO	12:55	00:00		375
UA	09/11/2001	161 UNKNOW	SFO	09:00	00:00		386
UA	09/11/2001	163 N52UA	SFO	07:00	06:57		385
UA	09/11/2001	167 UNKNOW	SFO	10:45	00:00		377
UA	09/11/2001	169 UNKNOW	LAX	17:35	00:00		375
UA	09/11/2001	171 UNKNOW	SFO	17:40	00:00		381
UA	09/11/2001	173 UNKNOW	SFO	19:40	00:00		383
UA	09/11/2001	175 N612UA	LAX	08:00	07:58		376

Actual Elapsed Time (Minutes)	Departure Delay (Minutes)	Arrival-off Time	Tail-out Time (Minutes)	Delay Carrier (Minutes)	Delay Weather (Minutes)	Delay National Aviation System (Minutes)	Actual Elapsed Time (Minutes)	Departure Delay (Minutes)
0	0	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0	0 00:00	23 N/A	N/A	N/A	N/A	-6	-6
0	0	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0	0 00:00	25 N/A	N/A	N/A	N/A	0	0

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<sup>1</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

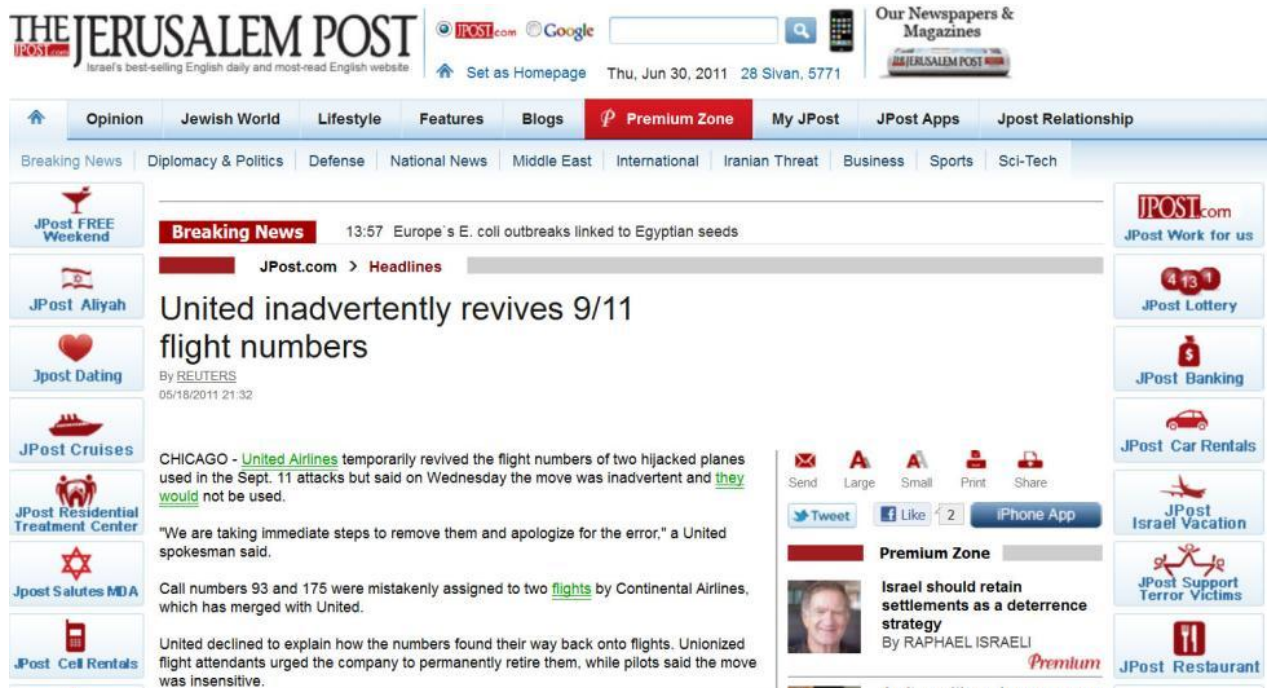
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# I

## Reports Of United Airlines 175

“United inadvertently revives 9/11 flight numbers.”

—Reuters  
(May 18, 2011)



\*Fair Use: For more information see footnote. <sup>3</sup>

Flight UA175 was a Boeing 767-222 model: Registration #N612UA. The aircraft departed from Boston Logan International Airport at 08:14 a.m., according to FBI reports. The Bureau of Transportation Statistics (BTS) reports the aircraft departed at 07:58 a.m., (Sheet 1.) with a -2 minute departure delay. (Sheet 2.) <sup>4</sup>

Flight UA175 finally takes off from Boston at 08:23 a.m., according to the BTS (Sheet 2: Wheels-off time); however, this takeoff time does not coincide with the Air Traffic Control transcripts nor with the FBI reports, which coincide with the Air Traffic Control.

<sup>3</sup> [http://www.law.cornell.edu/uscode/17/107.shtml]

<sup>4</sup> Near Boston Logan International Airport, is stationed quite a few military bases; one in particular, just a 20 minute drive, is the Naval Air Station Squantum.

## Timeline takeoff of Flight UA175

08:14 a.m. FBI (EST) <sup>5</sup>

12:14:36 a.m. Air Traffic Control transcript (Universal Coordinated Time (UTC)) <sup>6</sup>

08:23 a.m. BTS (EST)

## Sheet 1.

Detailed Statistics Departures							
Airport: Boston-Cambridge-Quincy, MA-NH - Logan International (BOS)							
Airline: United Airlines (UA)							
Month(s): September							
Day(s): 11							
Year(s): 2001							
NOTE: A complete listing of airline and airport abbreviations is available. Times are reported in local time using a 24 hour clock.							
Carrier Code	Date (MM/DD/YYYY)	Flight Number	Tail Number	Destination Airport	Scheduled Departure Time	Actual Departure Time	Scheduled Elapsed Time (Minutes)
UA	09/11/2001	51 UNKNOW	LAX	12:55	00:00		364
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UA	09/11/2001	173 UNKNOW	SFO	19:40	00:00		383
UA	09/11/2001	175 N612UA	LAX	08:00	07:58		376

*Bureau of Transportation Statistics (BTS)  
Flight UA175 - September 11, 2001*

## Sheet 2.

Actual Elapsed Time (Minutes)	Departure Delay (Minutes)	Wheels-off Time	Taxi-out Time (Minutes)	Delay Carrier (Minutes)	Delay Weather (Minutes)	Delay National Aviation System (Minutes)	Actual Elapsed Time (Minutes)	Departure Delay (Minutes)
0	0 00:00	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0 00:00	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	0 00:00	0 00:00	0 N/A	N/A	N/A	N/A	0	0
0	-3 07:20	23 N/A	N/A	N/A	N/A	N/A	-6	-9
0	0 00:00	0 N/A	N/A	N/A	N/A	N/A	0	0
0	0 00:00	0 N/A	N/A	N/A	N/A	N/A	0	0
0	0 00:00	0 N/A	N/A	N/A	N/A	N/A	0	0
0	0 00:00	0 N/A	N/A	N/A	N/A	N/A	0	0
0	0 00:00	0 N/A	N/A	N/A	N/A	N/A	0	0
0	2 58:23	25 N/A	N/A	N/A	N/A	N/A	4	6

*Bureau of Transportation Statistics (BTS)  
Flight UA175 - September 11, 2001*

The Research and Innovative Technology Administration (RITA) <sup>7</sup> coordinates the U.S. Department of Transportation's (DOT) research programs and is charged with advancing the deployment of cross-cutting technologies to improve "our Nation's transportation system. As directed by Congress in its founding legislation," RITA leads the Department of Transportation in (a) coordinating, facilitating and reviewing the department's research and development programs and activities; (b) advancing innovative technologies, including intelligent transportation systems; (c) performing comprehensive transportation statistics research, analysis and reporting; and finally (d) providing education and training in transportation and transportation-related fields.

RITA also brings together important data, research and technology transfer assets of the Department of Transportation, including:

<sup>5</sup> Four hours back from Universal Coordinated Time (UCT).

<sup>6</sup> Four hours ahead of Eastern Standard Time (EST).

<sup>7</sup> [http://www.bts.gov/]

1. The Bureau of Transportation Statistics (BTS)
2. The National Transportation Library (NTL)
3. The Intelligent Transportation Systems (ITS)
4. Positioning, navigation and timing
5. Research, development and technology
6. The University Transportation Centers (UTC)
7. The Transportation Safety Institute (TSI)
8. The Volpe National Transportation Systems Center (VNTSC)

When flight statistics are requested by the Bureau of Transportation Statistics (BTS)<sup>8</sup> under the Department of Transportation regarding all four hijacked airliners on September 11, statistics for each aircraft can be acquired which will include:

Airline information	Date of departure	Flight number
Destination	Departure time	Actual departure time
Elapsed time	Actual elapsed time	Departure delay
Wheels-off time	Taxi-out time	Delay & aviation delay
Departure delay		

It is peculiar the BTS charts depict a total of 9 minute difference of takeoff time when UA175 flies out of Boston Logan International Airport.

The FAA Accident Report which follows was published October 11, 2001, that describes the aircraft's model as a Boeing 762E type instead of a Boeing 767-222 which was Flight UA175. Included in this report are the Air Traffic personnel involved coming to a total of eight, though the number aboard the aircraft is reported as N/A (unavailable) as is the number of fatalities. The document is signed by Facility Chief Michael J. McCormick.<sup>9</sup>

Another 5-page Factual Report came from the National Transportation Safety Board (NTSB). As stated by the NTSB, since the attacks were under the jurisdiction of the FBI, "any material generated by the NTSB is under the control of the FBI. The Safety Board does not plan to issue a report or open a public docket." The NTSB Factual Report (page 4) notes 65 souls on board at the time of the disaster.

The FBI gives the number of passengers at 51; a crew unit of 9; and, 5 hijackers. This makes a total of 65 souls on board which coincides with the NTSB Factual Report.

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<sup>8</sup> [<http://www.bts.gov/>]

<sup>9</sup> No flight crew or passengers are listed in the FAA Accident Report.




ZNY-ARTCC-148  
UAL175

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT		REPORT DATE 10/11/01	RE ZNY-ARTCC-148			
1. AIRCRAFT TYPE AND IDENTIFICATION UAL175/B762/E		2. DATE/TIME OF ACCIDENT (GMT) 9/11/01 - 1303 UTC				
3. LOCATION OF ACCIDENT New York, New York		NAME OF REPORTING FACILITY New York Air Route Traffic Control Center				
4. NATURE OF ACCIDENT Suspected Terrorist Event		5. TYPE OF FLIGHT Air Carrier - IFR Flight Plan				
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNIN- JURED	IN- JURED	FATAL- ITY
	N/A	N/A	N/A			
7. PASSENGER DATA (If available, list names, addresses, extent of injuries, and other information on continuation sheet.)		NUMBER ABOARD AIRCRAFT N/A	NUMBER UNIN- JURED N/A	NUMBER INJURED N/A	NUMBER FATAL- ITIES N/A	
8. AIRCRAFT DAMAGE Destroyed		9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal						
11. WEATHER DATA	CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT Kennedy Automated Observation - 0851 UTC: wind three one zero at ten, visibility ten, few clouds at twenty five thousand feet, temperature two one, dew point one four, altimeter three zero one three, remarks: augmented observation, sea level pressure one zero two zero point three, temperature two one point one, dew point one three point nine.					
	REPORT JUST PRIOR TO ACCIDENT Kennedy Automated Observation - 0751 UTC: wind three two zero at six, visibility one zero, few clouds at twenty five thousand feet, temperature one nine, dew point one four, altimeter three zero one one, remarks: augmented observation, sea level pressure one zero one nine point seven, six hour maximum temperature two zero point zero, six hour minimum temperature one seven point two, pressure tendency group characteristic: three hour pressure change, pressure rising, then steady, rose point zero three seven five inches past three hours.				DATE/TIME 09/11/01 1151 UTC	
	FIRST REPORT SUBSEQUENT TO ACCIDENT Kennedy Automated Observation - 0951 UTC: wind three five zero at seven, visibility ten, sky few clouds one thousand feet smoke, scattered twenty five thousand feet, temperature two three, dew point one three, altimeter three zero one four, remarks: augmented observation, sea level pressure one zero two zero point five, smoke at one thousand covering less than two tenths of the sky, smoke plume distant northwest drifting southeast, temperature two two point eight, dew point one three point three.				DATE/TIME 09/11/01 1351 UTC	
12. ATS PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS		
	David P. Bottiglia *(DB)	ZNY ARTCC	R42			
	Anthony Palmieri (PI)	ZNY ARTCC	RA42			
	Evanna Dowis (EV)	ZNY ARTCC	Area B Controller In Charge (CIC)			
	Paul Thumser (TP)	ZNY ARTCC	Area B Supervisor			
	Bruce Barrett (BB)	ZNY ARTCC	Operations Manager In Charge (OMIC)			
	Robert Feiser (FR)	ZNY ARTCC	Military Operations Specialist (MOS)			
	Michael J. McCormick	ZNY ARTCC	Air Traffic Manager (ATM)			
	David LeCates (LS)	ZNY ARTCC	Assistant Air Traffic Manager (AATM)			
1. SIGNATURE OF FACILITY CHIEF  Michael J. McCormick						


FAA Form 8020-6 (7-70) Formerly FAA Form 2452

PAGE 1 of 4 PAGES

FAA Accident Report: Number of passengers not available  
Flight UA175 - September 11, 2001

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: DCA01MA063			
		Occurrence Date: 09/11/2001			
		Occurrence Type: Accident			
Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation Ft. MSL	WOF Distance From Accident Site NM	Direction From Accident Site Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light:
Lowest Ceiling:			Ft. AGL	Visibility:	SM
Temperature: °C		Dew Point: °C	Wind Direction:		Altimeter: "Hg
Wind Speed:		Gusts:	Weather Conditions at Accident Site:		
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility:					
Type of Precipitation:					
Accident Information					
Aircraft Damage: Destroyed		Aircraft Fire:		Aircraft Explosion	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants	7				7
Other Crew					
Passengers	56				56
- TOTAL ABOARD -	65				65
Other Ground					
- GRAND TOTAL -	65				65
FACTUAL REPORT - AVIATION					Page 4

NTSB Factual Report: Passengers 65  
Flight UA175 - September 11, 2001



United Airlines Flight #175

BOEING 767-200

SEAT

PASSENGER

Row Number

1

2

5

6

7

8

9

10

11

15

16

17

18

19

20

21

22

23

24

25

26

27

28

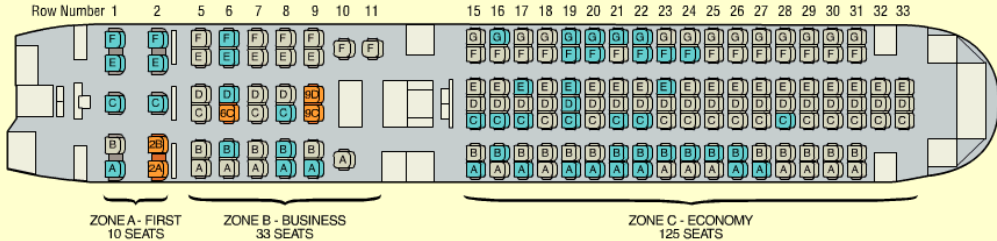
29

30

31

32

33



ZONE A - FIRST  
10 SEATS

ZONE B - BUSINESS  
33 SEATS

ZONE C - ECONOMY  
125 SEATS

SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER
2A	Ahmed, Faye	6E	Cahill, John	19C	Hanson, Christine	19A	Kinney, Brian	1A	Quigley IV, Patrick
9D	Alghamdi, Ahmed	20A	Carstanjen, Christoffer	19E	Hanson, Peter		LaBorie, Kathryn L.	25B	Rimmele III, Frederick
9C	Alghamdi, Hamzi	21G	Corcoran III, John	19D	Hanson, Sue Kim	16G	LeBlanc, Robert	22F	Roux, James
6C	Alshehri, Marwan	17C	de Araujo, Dorothy	24F	Hardacre, Gerald	19G	Lopez, Jr., Madovio	1F	Sanchez, Jesus
2B	Alshehri, Mohand	9A	DeBarrera, Ana Gloria	24B	Hartono, Eric	1E	MacFarlane, Marianne		Saracini, Victor J.
22G	Avraham, Alona		Fangman, Robert J.	2C	Hayden, James		Marchand, Alfred G.	2E	Shearer, Mary Kathleen
6F	Bailey, Garnet "Ace"	22A	Frost, Lisa	17E	Homer, Herbert	20G	Mariani, Louis	2F	Shearer, Robert
19F	Bavis, Mark	8C	Gamboa, Ronald		Horrocks, Michael	26A	McCourt, Juliana	6D	Simpkin, Jane
6B	Berkeley, Graham	23F	Goodchild, Lynn	16B	Jalbert, Robert	26B	McCourt, Ruth	15A	Sweeney, Brian
15C	Bolourchi, Touri	23B	Goodrich, Peter		Jarret, Amy	28C	Medwig, Deborah		Tarrou, Michael C.
21A	Bothe, Klaus	22B	Gowell, Douglas	22C	Kershaw, Ralph	21C	Menzel, Wolfgang		Titus, Alicia N.
8A	Brandhorst, Daniel	1C	Grogan, Francis	21B	Kimmig, Heinrich	23E	Nassaney, Shawn	17A	Ward, Timothy
8B	Brandhorst, David	16C	Hammond, Jr., Carl		King, Amy	20F	Pappalardo, Marie	27A	Weems, William

9 Crew

51 Passenger

5 Hijacker

FBI flashcard passenger list: Passengers 65  
 Flight UA175 - September 11, 2001

### Differences

BTS	9 minute difference for takeoff time
FAA	Accident Report no passenger data available

Since the attacks were under the jurisdiction of the FBI, "any material generated by the NTSB was under the control of the FBI," as they state themselves. Any other report will show discrepancies with the FBI reports, except the NTSB's.

## II

### Overlap (08:36 a.m.)

“As fast as they believe one tale they make another.”

—Sir Francis Bacon (1560-1623)

Two flights involved in the WTC attacks are Flight AA11 and Flight UA175. Both nearly collide in midair that morning at 08:36 a.m., which is the same time Flight AA77 (involved in the Pentagon hit) deviates from flight path and altitude, according to the Air Traffic Control Centre.

### USAToday

*FAA employee: Hijacked jets almost collided*  
14 September, 2001

USATODAY.com - FAA employee: Hijacked jets almost collided

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09/14/2001 Updated 08:58 AM ET

**FAA employee: Hijacked jets almost collided**

NASHUA, N.H. (AP) — The two hijacked jets that demolished the World Trade Center **nearly crashed into each other** while heading to their target, according to a Federal Aviation Administration employee at a regional control center.

"The two aircraft got too close to each other down by Stewart" International Airport in New Windsor, N.Y., about 55 miles north of New York City, the employee told *The Telegraph* of Nashua. It wasn't clear how close they got after they left Boston 15 minutes apart Tuesday morning, both headed for Los Angeles. Hijackers gained control of American Airlines Flight 11 around Gardner, Mass., said the employee, who spoke on condition of anonymity. Gardner is about 45 miles northwest of Boston.

"American was just flying around, doing what it wanted," the employee said of the jet's approach to New York.

United Airlines Flight 175 remained in the hands of its pilots until it reached Albany, N.Y., the employee said. Albany is about 140 miles north of New York.

The controller noticed American Flight 11 was having difficulties when its transponder, the device that sends an electrical radar pulse to air traffic control centers, shut off, the employee said. At that point, the plane veered from its course, the employee said.

Soon after, the controller realized a hijacker stood in the cockpit when the plane's captain, John Ogonowski of Dracut, Mass., turned on his microphone, the employee said.

The pilot was apparently triggering a "push-to-talk button" on the aircraft's steering wheel, a feature that enables pilots to have their hands on the controls while communicating, another employee told *The Christian Science Monitor*. That let controllers hear much of what was said and other cockpit noises.

"The button was being pushed intermittently most of the way to New York," the employee said. "He wanted us to know something was wrong. When he pushed the button and the terrorist spoke, we knew. There was this voice that was threatening the pilot, and it was clearly threatening."

Through the radio connection, the controller heard someone instruct, "Nobody do anything stupid" and no one would get hurt, the employee said. The controller heard no more conversations, *The Telegraph* reported.

**FAA controllers notified concerned government organizations**, such as the military, the employee said. Controllers also shut down all other air traffic quickly to get other planes away from the rogue aircraft, the employee said.

**The Nashua controllers have learned through discussions with other controllers that an F-16 fighter stayed in hot pursuit of another hijacked commercial airliner until it crashed in Pennsylvania**, the employee said.

**Although controllers don't have complete details of the Air Force's chase of the Boeing 757**, they have learned the F-16 made 360-degree turns to remain close to the commercial jet, the employee said.

"He must've seen the whole thing," the employee said of the F-16 pilot's view of United Flight 93's crash near Pittsburgh. The flight took off from Newark Airport for San Francisco, and authorities say the hijackers were headed for another target in Washington, D.C.

The employee said the controller spoke with United Airlines Flight 175 for quite some time after terrorists took command of American Airlines Flight 11, the employee said.

Many controllers also watched events unfold on the Nashua control center's television, but never expected Flight 175 to hit the second World Trade Center tower because of that sustained contact with the crew, the employee said.

"After the first plane hit, nobody imagined it would happen again," the employee said. "We all thought that was it. It totally caught everybody off guard."

The area where both flights almost collide with each other happens over Stewart Air National Guard Base, New Windsor (New York). The base houses the 105th Airlift Wing of the New York Air National Guard; and, according to Global Security "The former Stewart Air Force Base is also known as Newburgh-Stewart IAP and Stewart International Airport. Stewart IAP (ANG) is located in Newburgh, New York. Its home to the 105th Airlift Wing whose mission is to provide peacetime and wartime inter-theater airlift operations using the C-5A 'Galaxy' cargo aircraft." <sup>10</sup>

<sup>10</sup> [http://www.globalsecurity.org/military/facility/stewart.htm]



GlobalSecurity notes that “at approximately 08:45 a.m., on Tuesday, September 11, 2001, a commercial airplane crashed into the North tower of the World Trade Center complex in New York City. As of September 12, [2001,] National Medical Response Team-Weapons of Mass Destruction (EAST NMRT-E) was en route to Stewart ANGB. This team is a specialized response force sponsored by the U.S. Public Health Service that is designed to provide medical care following a nuclear, biological, and/or chemical incident. They are specially trained to work towards decontamination of sites, and can provide medical care in contaminated areas if needed.”<sup>11</sup> Furthermore, Stewart Army Subpost (STAS) is located in New Windsor, 60 miles North of New York City off Interstate 87 near Newburgh.

In 1998 the Congress decided that the Stewart Army Subpost tract of 270 acres would be given to the town of New Windsor, and the post was divested STAS by September 30, 1999. Approximately 260 acres were transferred to the Town of New Windsor, 90 acres to the U.S. Marine Corps, 41 acres to the U.S. Army Reserve and 10 acres to the State of New York. Over the years, Stewart was home to numerous Air Force, Marine and Army units. STAS served since the early 1970s as a home for USMA staff and faculty and for a time, from 1946 until 1957, as the site for the U.S. Military Academy Preparatory School.

The fate of the Stewart Buffer Lands (8,000 acres of open space in rapidly developing Orange County) remained uncertain in fall 1998. In December 1997 the U.S. Military Academy, West Point, New York privatized the Natural Gas System at Stewart Army Sub Post, New Windsor (New York). As a result of this solicitation, a company was selected to assume ownership, with the actual transfer accomplished after the award of this indefinite term utility service contract. Reduced consumption due to downsizing prior to the divestiture of Stewart Army Sub Post was expected. The base is no longer an active base; the Naval Air Station Squantum<sup>12</sup> is host to Boston Scientific:<sup>13</sup> The personnel at the time, when both planes almost collide in midair on 9/11, stationed at Boston Scientific are of interest and will be studied further down.

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<sup>11</sup> It is not certain why GlobalSecurity gives reference to only one attack on September 11.

<sup>12</sup> [[https://secure.wikimedia.org/wikipedia/en/wiki/Naval\\_Air\\_Station\\_Squantum#Present-Day\\_Usage](https://secure.wikimedia.org/wikipedia/en/wiki/Naval_Air_Station_Squantum#Present-Day_Usage)]

<sup>13</sup> [<http://www.bostonscientific.com/home.bscli>]

### III

#### Personnel of Boston Scientific

“There is a story being constructed about these events.”

—Stan Goff  
(Retired U.S. Army Special Forces Master Sergeant)

- J. Raymond Elliott

J. Raymond Elliott is President and Chief Executive Officer for Boston Scientific. Mr. Elliott began his career in the health care industry with American Hospital Supply Corp., now Baxter Inter., Inc., where he served for 15 years in sales, marketing, operations, business development and general management positions, leading to his appointment as president of all Far East divisions, based in Tokyo. He has also served on a number of boards, including Boston Scientific's. During his leadership of Zimmer, sales and market capitalization quadrupled. Sales increased from approximately \$1 billion in 1997 to approximately \$4 billion in 2007.

Mr. Elliott oversaw taking Zimmer public in 2001, with an initial market capitalization of approximately \$5 billion. At the time of his departure in 2007, the company's market capitalization was more than \$20 billion. In 2005 he was named “Best CEO in America” for Health Care (Medical Supplies and Devices), by *Institutional Investor* magazine.

Mr. Elliott's previous employment at Baxter International Inc.,<sup>14</sup> was a company that involved itself in several controversies.

- In 2001 its malfunctioning dialysis machines resulted in several deaths.
- In 2008 the company supplied contaminated heparin.
- In 2009 Lethal H5N1 avian flu virus was delivered to laboratories across Europe mixed with seasonal influenza vaccines. In addition, the company was charged with excessive billing of Kentucky Medicaid.

- Larry Neumann

Larry Neumann is the Senior Vice President and President, Emerging Markets, develops and implements of Boston Scientific commercial strategies in rapidly growing countries around the world. From the three previous companies Mr. Neumann used to work at, one is of interest: Arthur Andersen LLP, based in Chicago.

In 2002, Arthur Andersen LLP voluntarily surrendered its licenses to practice as Certified Public Accountants in the United States after being found guilty of criminal charges relating to the firm's handling of the auditing of ENRON, an energy corporation based in Texas which had filed

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<sup>14</sup> [[https://secure.wikimedia.org/wikipedia/en/wiki/Baxter\\_International](https://secure.wikimedia.org/wikipedia/en/wiki/Baxter_International)]

for bankruptcy in 2001 and later failed. The other national accounting and consulting firms bought most of the practices of Arthur Andersen. The verdict was subsequently overturned by the Supreme Court of the United States. However, the damage to its reputation has prevented it from returning as a viable business, though it still nominally exists.

## **GUARDIAN NEWS**

*Bad Company*

*Bryce Robert*

*November 4, 2002*

J.R. [Jett Rink] Ewing never talked about pipelines. Jett Rink was interested in drilling for oil, not shipping it through a maze of unseen steel tubes. Real men, particularly fictional ones like Ewing and Rink, find oil and gas. Lesser mortals navigate the maze of engineering, metallurgical and legal wrangles that are needed to get those hydrocarbons delivered to the nearest refinery or storage terminal. Face it, there's no sex in laying pipe.

Yet pipelines are the conduit for the American Dream. Every year, pipelines carry some 550 billion gallons of crude and petroleum products to refineries, airports, rail yards and other locations. Trillions of cubic feet of natural gas are moved through some 2 million miles of interstate, intrastate and local pipelines. Pipelines are the largely invisible, sometimes dangerous, infrastructure that allows America to consume more energy than any country on earth. By the early 1990s, when Jeff Skilling, a former McKinsey consultant, began his rise to power within ENRON, the company and its leaders were, says one veteran gas man, "the kings of the American pipeline business." ENRON owned the greatest collection of tubular steel infrastructure ever assembled in one company. It was transporting or selling 17.5% of all the gas consumed in the United States.

ENRON Oil and Gas, a subsidiary of ENRON Corp., was in business with George H.W. Bush [Sr.,] back in 1986.

A successful oilman he was not. Bush's forays into the energy business had been nothing short of disastrous. In 1984, Bush had no choice but to merge his faltering firm, Bush Exploration Company, with another company, Spectrum 7. But by mid-1986, Bush had done his magic on the privately owned Spectrum 7. The company wasn't producing much energy of any kind, and Bush was actively trying to sell again. Despite Spectrum 7's lousy record, it somehow got into business with ENRON Oil and Gas. And on October 16, 1986, ENRON Oil and Gas announced that it had completed a well a few miles outside of Midland, Texas, that was producing 24,000 cubic feet of natural gas and 411 barrels of oil per day. ENRON owned 52% of the well; 10% belonged to Spectrum 7. Younger was many things, including the eldest son of the Vice President of the United States.

Now, the oil and gas business is full of speculators, and wells are often drilled with multiple investors with varying backgrounds. But the early BUSH-ENRON connection points out just how small the energy business is. Lay's ties to George H.W. Bush go back to 1980, when Bush made his first bid for the White House. Bush, who had recently served as director of the Central

Intelligence Agency (CIA), needed campaign funds after his surprise win in the Iowa caucuses. So Lay, who had probably met Bush through mutual friends in the energy business in Houston, gave money to Bush's campaign. Though Bush didn't win, Ronald Reagan made him Vice President. Bush went on to chair the panel that pushed Reagan's task force on deregulation. One of Reagan's biggest moves in deregulation involved the lifting of federal controls on natural gas markets, a move that Lay had long favoured. When Bush got to the White House, he did not forget Lay. Bush rewarded Lay during his presidency with one of the most coveted perks of being a presidential pal, a sleep-over at the White House.

When Bush (the son) decided to run for governor of Texas in the fall of 1993, one of his first stops on the campaign trail was Houston. During his visit, his father asked Lay to be the finance chairman of his campaign in Harris County, which includes Houston. Lay did not take the job. He preferred to give Bush a \$12,500 cheque and work behind the scenes. In his stead, Bush's campaign in the county was headed by Lay's second in command at ENRON, Rich Kinder. In all, Lay, Kinder, and other ENRON executives donated \$146,500 to Bush, almost seven times more than the amount they gave to the incumbent candidate, Democrat Ann Richards. The donations by the executives, combined with money from ENRON's political action committee, made the Houston company Bush's biggest campaign contributor.

After Bush defeated Richards, ENRON gave \$50,000 to Bush's inaugural committee. Lay began lobbying Bush almost immediately. In December 1994, before Bush moved into the Governor's mansion in downtown Austin, Lay began sending him regular letters on energy policy, tax issues, lawsuit reform and other matters. That month, Lay asked Bush to appoint Pat Wood, who supported the deregulation of electric utilities to the State's public utility commission. Bush complied with Lay's request. And later on, Bush would appoint Wood, again at Lay's recommendation, to the federal energy regulatory commission.

ENRON's connections in the White House went much further than Bush. The new president's chief economic adviser, Larry Lindsey, was on ENRON's payroll before going to the White House, earning \$100,000 in consulting fees from the Houston Company. Marc Racicot, the former governor of Montana, lobbied for ENRON before Bush named him to lead the Republican national committee. Robert Zoellick, Bush's choice for U.S. trade representative, served on an ENRON advisory council. Thomas White, Bush's secretary of the army, was the Vice Chairman of ENRON Energy Services, a money-losing charade of a company. Nevertheless, when White left ENRON, he owned more than \$25 million in the company's stock. Bush's chief strategist and political guru, Karl Rove, owned more than \$100,000 of ENRON stock when Bush took office. One of ENRON's most important executives was Herbert Pug Winokur, a board member of DynCorp, which is a CIA sponsored company, once directed by ex-CIA director James Woolsey.

Founded in 1946, DynCorp is among the largest company-owned technology and services companies in the United States, providing IT, outsourcing and technical solutions for public and private sectors worldwide. DynCorp's clients include the Defense and State Departments, and the Environmental Protection, among others. Capricorn distributed 70% of its DynCorp investment to its partners in early 1997. DynCorp was one of the lead contractors for the War on



Drugs in South America called “Plan Colombia.” On November 12, 2001, only two months after 9/11, DynCorp, was awarded a \$322 million contract to develop, produce and store vaccines for the Department of Defense becoming DynCorp Vaccine Company, creating a joint venture of DynCorp and Porton International Ltd. ENRON’s assistance, by the CIA-ENRON dealmaker Frank Wisner Jr., muscled the company into lucrative overseas contracts, most notably in India and the Philippines. ENRON’s deal to manage a power plant in the Philippines was due largely to Wisner’s efforts. Based in Subic Bay, a former U.S. military outpost, the power plant was taken over by ENRON in 1993 two months after the last American troops left the base. Wisner is credited with helping ENRON win a \$2.8 billion deal in India, building a power plant near Bombay. The project became under heavy fire for being over-priced, and the deal continues to simmer with allegations of alleged bribes.

After 9/11 another major client of DynCorp’s became the Federal Bureau of Investigation (FBI). DynCorp promised to do a \$51 million upgrade of the FBI network for the information technology and transport network components of its “Trilogy” program, a \$300 million, three-year initiative to update the FBI backbone network. And, on December 13, 2002, Computer Sciences Corporation (CSC) and DynCorp announced they entered into a merger agreement providing for the acquisition of DynCorp by CSC. On March 11, 2005, Representative Cynthia McKinney requested information from Secretary Rumsfeld and General Myers on the DynCorp scandal as follows:

Cynthia McKinney

Mr. Secretary, I watched President Bush deliver a moving speech at the United Nations in September 2003, in which he mentioned the crisis of the sex trade. The President called for the punishment of those involved in this horrible business. But at the very moment of that speech, DynCorp was exposed for having been involved in the buying and selling of young women and children. While all of this was going on, DynCorp kept the Pentagon contract to administer the smallpox and anthrax vaccines, and is now working on a plague vaccine through the Joint Vaccine Acquisition Program. Mr. Secretary, is it policy of the U.S. Government to reward companies that traffic in women and little girls?

Rumsfeld

Thank you, Representative. First, the answer to your first question is no, absolutely not, the policy of the United States Government is clear, unambiguous, and opposed to the activities that you described. The second question...

McKinney

Well how do you explain the fact that DynCorp and its successor companies have received and continue to receive government contracts?

Rumsfeld

I would have to go and find the facts, but there are laws and rules and regulations with respect to government contracts, and there are times that corporations do things they should not do, in which case they tend to be suspended for some period; there are times then that (the under the laws and the rules and regulations for) passed by the Congress and

implemented by the Executive branch; that corporations can get off of, out of the penalty box if you will, and be permitted to engage in contracts with the government. They're generally not barred in perpetuity.

#### McKinney

This contract; this company, was never in the penalty box.

#### Rumsfeld

I'm advised by Dr. Chu that it was not the corporation that was engaged in the activities you characterized but I'm told it was an employee of the corporation, and it was some years ago in the Balkans that that took place.

Cam Simpson from the *Washington Bureau* in December 27, 2005, stated: "Three years ago, President Bush declared that he had 'zero tolerance' for trafficking in humans by the government's overseas contractors, and two years ago Congress mandated a similar policy. But notwithstanding the president's statement and the congressional edict, the Defense Department has yet to adopt a policy to bar human trafficking."

\*Fair Use: For more information see footnote. <sup>15</sup>

- Brian Burns

Brian Burns is Executive Vice President of Global Quality and Regulatory Affairs for Boston Scientific. He also served at Baxter International Inc., as did Ray Elliott. Prior to joining Boston Scientific, Mr. Burns served in a variety of management positions at Baxter, Cardinal Health and Allegiance Healthcare.

- Sam Leno

Sam Leno is Executive Vice President and Chief Operations Officer for Boston Scientific and serves on the Board of Directors and Audit Committee of TomoTherapy, Inc. Before joining Boston Scientific, he was Executive Vice President, Finance and Corporate Services and Chief Financial Officer for Zimmer Holdings, Inc., with responsibilities for finance, human resources, manufacturing, distribution, operations, information systems and business development.

Prior to joining Zimmer, Mr. Leno served as Senior Vice President and Chief Financial Officer for Arrow Electronics. Previously, he held a number of chief financial officer and other finance positions with several public companies. Prior to his business career, he served as a U.S. Naval Officer, including a tour of duty in Vietnam.

- Steve Moreci

Steve Moreci is Senior Vice President of Global Sales Operations for Boston Scientific. Prior to joining Boston Scientific, Mr. Moreci enjoyed a 13-year career in medical devices, including nine years with Johnson & Johnson, where he held a variety of sales and marketing positions. From 1985 to his joining Boston Scientific, he was Vice President of Sales and Marketing for

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<sup>15</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

DermaCare, a small medical device firm that supplied finished goods and components to a variety of multi-national medical device firms including Zimmer and Baxter.

- Jeff Capello

Jeff Capello is Executive Vice President and Chief Financial Officer for Boston Scientific. Before Boston Scientific he worked for PerkinElmer, Inc., who was commissioned to build the optical components of the Hubble Space Telescope. The construction of the main mirror was begun in 1979 and completed in 1981. The polishing process ran over budget and behind schedule, producing significant friction with NASA. Due to a miss-calibrated null corrector, the primary mirror was also found to have a significant spherical aberration after reaching orbit on STS-31.

In NASA's investigation, they heavily criticized PerkinElmer, Inc., for management failings, disregarding written quality guidelines, and ignoring test data that showed this miss-calibration. Corrective optics was installed on the telescope during the first Hubble service and repair mission STS-61. The correction (COSTAR) was applied entirely to the secondary mirror and replaced existing instrumentation: The primary mirror still has a significant aberration.

- Joe Fitzgerald

Joe Fitzgerald is Senior Vice President and President of the Endovascular Unit for Boston Scientific. Prior to joining Boston Scientific, he was with Anheuser Busch, Inc., where he held a variety of sales, marketing and training assignments.

In 2002, the Political Economy Research Institute ranked Anheuser Busch, Inc., 40th among the "Toxic 100" list of U.S. corporations most responsible for air pollution. The study found that Anheuser Busch, Inc., released 1,002,786 kg (2,213,657 lbs) of toxic pollutants annually into the air. This is mainly because large amounts of CO<sub>2</sub> are released during the process of fermentation.

- Hank Kucheman

Hank Kucheman is Executive Vice President and President of the Cardiology, Rhythm and Vascular Group for Boston Scientific. Before joining Boston Scientific, Mr. Kucheman held a variety of management positions in sales and marketing for SCIMED, Charter Medical Corporation and Control Data Corporation. He began his career at the United States Air Force Academy Hospital and later was Healthcare Planner, Office of the Surgeon General, for the United States Air Force Medical Service. He served on several industry boards, including the board of directors of the Global Health Exchange and Advanced Medical Technology Association (AdvaMed). Apart from beginning his career at the United States Air Force Academy Hospital and later was Healthcare Planner, Office of the Surgeon General, for the United States Air Force Medical Service, Mr. Kucheman was also at SCIMED Life Systems, Inc.

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## 242 F.3d 1337: Scimed Life Systems, Inc., Plaintiff-appellant, v. Advanced Cardiovascular Systems, Inc., Defendant-appellee

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**UNITED STATES COURT OF APPEALS FOR THE FEDERAL CIRCUIT -  
242 F.3d 1337**

**Decided March 14, 2001**

William K. West, Jr., Howrey Simon Arnold & White, LLP, of Washington, DC, argued for plaintiff-appellant. With him on the brief were James F. Davis, Robert F. Ruyak, Jerrold J. Ganzfried, and Celine T. Callahan. Of counsel on the brief was Peter J. Gafner, SciMed Life Systems, Inc., of Maple Grove, Minnesota. Of counsel were Philip S. Johnson, Gary H. Levin, Lynn A. Malinoski, and Michael J. Bonella, Woodcock Washburn Kurtz Mackiewicz & Norris, of Philadelphia, Pennsylvania.

Edward A. Mas II, McAndrews, Held & Malloy, Ltd., of Chicago, Illinois, argued for defendant-appellee. With him on the brief were Timothy J. Malloy, Steven J. Hampton, Kirk A. Vander Leest, Richard T. McCaulley, Jr., and Robert A. Surrette. Of counsel was Gregory J. Vogler, and David D. Headrick.

Before BRYSON, Circuit Judge, PLAGER, Senior Circuit Judge, and DYK, Circuit Judge.

BRYSON, J.

¶1 SciMed Life Systems, Inc., (SciMed) owns three U.S. patents drawn to features of balloon dilatation catheters: U.S. Patent Nos. 5,156,594 (the '594 patent), 5,217,482 (the '482 patent), and 5,395,334 (the '334 patent). SciMed filed suit against Advanced Cardiovascular Systems, Inc., (ACS) in the United States District Court for the Northern District of California, charging ACS with infringement of each of the three patents. On ACS's motion for summary judgment, the district court ruled that ACS had not infringed the disputed patents. The district court's ruling was based on the court's conclusion that the

asserted claims were limited to a structure not found in ACS's accused devices and on the court's conclusion that ACS's devices did not infringe SciMed's patents under the doctrine of equivalents. We agree with the district court's claim construction and its ruling on the equivalents issue. We therefore affirm the summary judgment of non-infringement.



- John Pedersen

John Pedersen is Senior Vice President and President of the Urology and Women's Health Division for Boston Scientific. Before joining Boston Scientific, Mr. Pedersen was a Senior Engagement Manager for McKinsey & Company a very prestigious company where among its employees is ex-President Clinton's daughter and also Louis V. Gerstner, Jr., who is Chairman of The Carlyle Group. Other noted members are James McNerney who is Chairman and CEO of Boeing, and Jeff Skilling, a CEO of ENRON.

#### McKinsey & Company Employees (partial list)

- Massimo Arrighi: Ex-CEO of Eurizon
- John Birt, Baron Birt: Director-general of the *BBC* (1992-2000)
- Marvin Bower: Managing director of McKinsey & Company (1950-67)
- Robert N Brisco: CEO, Internet Brands
- Massimo Capuano: CEO of Borsa Italiana; Chairman of the World Federation of Exchanges
- Patrick Cox: Former Chairman of *NBC Europe*
- Vittorio Colao: CEO of Vodafone
- Carolyn Fairbairn: *BBC* Executive
- George I. (Chuck) Farr: Vice Chairman at American Express Company
- Louis V. Gerstner, Jr: Former Chairman/CEO of IBM; Chairman of The Carlyle Group
- Randall Hogan III: Chairman and CEO of Pentair
- Susanne Klatten: Germany's richest woman
- James McNerney: Chairman and CEO of Boeing
- Jeff Skilling: Former CEO of ENRON
- Pamela Thomas-Graham: Group president of Liz Claiborne Inc., and former President and CEO of *CNBC*.
- Michael Wolf: Former president and COO of *MTV Networks*
- Ryan Brumberg: U.S. Congressional candidate
- Jim Coutts: Canadian Prime Ministerial advisor (1963-66, 1975-81)
- Božidar Đelić: Serbian Minister of Economy and Finance (2001-2003), vice-president of the Government of Serbia (2007-present)
- Roger W. Ferguson, Jr: Vice chairman of the Board of Governors of the Federal Reserve System (2001-2006), CEO of TIAA-CREF
- Peter Orszag: Economist, Barack Obama's OMB director designate, former CBO director, formerly of the Brookings Institution
- Susan E. Rice: United States Ambassador to the United Nations (2009-Present), United States Assistant Secretary of State for African Affairs (1997-2001), formerly of the Brookings Institution
- John Stoner: Senior Military Advisor to ex-Vice President Al Gore (1996-1998)
- Van Taylor: U.S. Congressional candidate
- Chelsea Clinton: Daughter of former U.S. President Bill Clinton and Secretary of State Hillary Clinton
- Joseph Daniels: President and CEO of the World Trade Center Memorial Foundation
- Georgia Lee: Filmmaker

- Tim Pratt

Tim Pratt is Executive Vice President, Chief Administrative Officer, General Counsel and Secretary for Boston Scientific. Prior to joining Boston Scientific, Mr. Pratt was a partner and trial attorney with the law firm of Shook, Hardy & Bacon. While there, he was named a Leading National Products Liability Lawyer by Chambers USA, one of the Top 500 Litigators in America by Lawdragon, and one of the Best Lawyers in America.

The firm, Shook, Hardy & Bacon, has represented five of the six major U.S. tobacco companies: American Brands, Brown & Williamson, RJR Nabisco, Philip Morris Inc. (now Altria Group) and Loews Inc. In 1992, a federal judge all but accused the firm of orchestrating fraud on behalf of the tobacco industry and exerting attorney-client privilege to hide facts about tobacco's health hazards during the 1960s and 1970s.

## IV

### Alleged Hijackers of Flight UA175

### Timeline

“It’s possible that he [Usama bin Laden] was informed about the operation; it’s even possible that he influenced it; but he’s probably not the man who steered every action or controlled the detailed plan.”

—Jürgen Störbeek *Europol’s Director*  
*The Telegraph* (September 15, 2001)

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### Profiles of 9/11 Saudi Hijackers Revealed

Profiles of 9/11 Saudi Hijackers Revealed  
(WASHINGTON DC) September 11, 2002

The following has been compiled from articles in Saudi newspapers, and hijacker’s friends.

**Fayez Mohamed AIShehri** (aka Fayz Ahmed) was part of an official relief agency. He left the country approximately late 2001 to what his family thought was Chechnya, but he went to Pakistan then to Afghanistan. His last call to his family was in March 2001 from undisclosed location believed to be from the United States. He was on board United Airlines #175 that crashed into South Tower of World Trade Center.

**Mohamed Mohamed AIShehri**: 24 from Tanooma 100 km. north of Abha. He graduated from religious high school in Tanooma then joined the Abha branch of the main religious university Imam Mohamed Ben Saud University. Later he transferred to the main campus in Riyadh. It’s believed he was recruited into Ben Laden Saudi network from the university, which is a hotbed of religious activities and exhibitions about Chechnya and Afghanistan. The university mainly graduates religious imams and has 10 campuses around the world including Washington DC and Tokyo. Mohamed called his family early March 2001 from undisclosed location to say goodbye. He was on board United Airlines #175 that crashed into South Tower of World Trade Center.

**Hamza Saleh AIGHamdi**: 21, from the southern city of Beljurashi 25 km. south of AlBaha, the capital of AlBaha region. He graduated from the Koranic high school in Beljurashi city. He left the Kingdom approximately 19 months ago to Pakistan then to Afghanistan. He spent a year there before returning to Saudi Arabia and obtaining US visa to travel to USA. He called his parents in July to ask them for forgiveness and to pray for him. He didn’t indicate his whereabouts to the family. He was on board United Airlines #175 that crashed into South Tower of World Trade Center.

Two timelines and an FAA Staff Report will be used in this section. The first timeline is the FBI’s “Hijackers Timeline (REDACTED)” published in February 1, 2007, and classified by “60324. AUC/BAW/CPB/YMW. Reason 1.4C.”<sup>16</sup> This timeline has been put together in chronological order, however, tends to confuse since all persons are added under a particular year. The second timeline issued by the 9/11 Commission reports each hijacker in chronological order. Many gaps

<sup>16</sup> Will be declassified officially in February 1, 2032.

from the FBI's "Hijackers Timeline (REDACTED)" will be filled in by the 9/11 Commission Timeline. Finally, an FAA Staff Report will be followed to summarize the final days (September 10 and 11). This report was published in August 26, 2004.

Days after the attacks, three alleged hijackers from Flight UA175 were reported "still alive;" this caused the FBI at a later date to release a public statement noting they "could not be certain of any of the hijackers' identities."



Ahmed al-Ghamdi  
(Reported still alive)



Mohand al-Shehri  
(Reported still alive)



Hamza al-Ghamdi  
(Reported still alive)



Marwan al-Shehhi



Fayeze Rashid

## **WASHINGTON POST**

*24 September, 2001*

The father of al-Ghamdi said that the FBI photo spread does not portray his son. "There is no similarity between my son and the man in those photos," he said.

## **AMERICAN FREE PRESS**

*December 10, 2001*

The Orlando Sentinel and the Saudi Embassy has confirmed that four of the five mentioned by Al-Faisal terrorists (ie, Saeed al-Ghamdi, Mohand al-Shehri, Abdul Aziz al-Umari and Salem al-Hazmi) are still alive and completely unrelated to the terrorist attacks carried out September 11, 2001, in New York and Washington.

## **WAL FADJIR**

*September 21, 2001*

Abdul Aziz al-Umari and Ahmed al-Ghamdi are alive and in good health, the first in Saudi Arabia and the second in Tunisia.

**CNN:** "Mohand al-Shehri is still alive. The Embassy of Saudi Arabia has said it was a victim of mistaken identity."

*\*Fair Use:* For more information see footnote. <sup>17</sup>

The FBI interviewed Flight Controllers and United Airline employees on the same day as the attacks. A singular event occurs from one employee statement, the Customer Service

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<sup>17</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]



Representative (CSR) whose name is redacted. He was interviewed at his place of business, Logan International Airport. According to this employee, at 07:30 a.m., he was approached at the gate counter “by a young male, early to mid-20’s, with dark complexion, possibly Middle Eastern, who spoke very poor English.” The young man identified himself as “Mr. al-Ghamdi” and told the CSR “that his brother had already boarded the flight and accidentally took his boarding pass with him.” The CSR checked the computer and located two passengers with the last name of al-Ghamdi, one with a first initial of E or A and the other was H. After doing this check, the Customer Service Representative reprinted a boarding pass for al-Ghamdi for “either seat 9C or 9D.” He is not sure.

9/11 Law Enforcement Privacy

M-INT-00001551  
 Production Number: M-INT-00001551  
 Case/Serial no: 265A-NY-280350-302-1165  
 Date: 09/12/2001  
 Description: [redacted] INTERVIEW BY SA [redacted]

09/12/01

[redacted] social Customer Service Representative CSR for United Airlines, was interviewed at his place of business, Logan International Airport. Sullivan resides at [redacted] telephone number [redacted]. Also present during the interview were SA [redacted] of the F.B.I., and Trooper [redacted] Massachusetts State Police. After being advised of the identity of the interviewing agents and the nature of the interview, [redacted] provided the following information:

9/11 Personal Privacy

[redacted] has been employed with United Airlines for approximately five 5 years. On 09/11/2001, [redacted] reported to work a double shift beginning at 5:00am. It is his practice to work a double shift on Tuesdays and have a friend work a double, covering his shift, on Wednesdays.

On 9/11/2001, [redacted] arrived at Logan Airport at approximately 4:45am. He attended a daily briefing for all employees at 5:00am and subsequently reported to the front ticket counters where he checked in passengers until 6:00am. [redacted] does not recall anyone he checked in for flights 93 or 175.

At 6:00am, [redacted] proceeded to Gate #20 to work a 7:00am flight to San Francisco. He closed the door to the jetway at 6:58am and proceeded to Gate #19 to work United flight number 175 bound for Los Angeles.

At approximately 7:30am, [redacted] was approached at the gate counter by a young male, early to mid 20’s, with a dark complexion, possibly middle eastern, who spoke very poor English. This subject identified himself as Mr. ALGHAMDI and told [redacted] that his brother had already boarded the flight and accidentally took his boarding pass with him. [redacted] checked the computer and located two passengers with the last name of ALGHAMDI, one with a first initial of E or A and the other was H. [redacted] reprinted a boarding pass for ALGHAMDI for either seat 9C or 9D. The “gate reader”, a scanner located at the boarding area, was not working for the past two or three days causing [redacted] to enter the boarded passengers by hand. [redacted] confirmed that the person he issued the boarding pass to was A. ALGHAMDI after

Page 1

According to the Customer Service Representative, the gate reader, which is a scanner located at the boarding area, “was not working for the past two or three days,” which caused the Customer Service Representative to enter the boarded passengers by hand. He also confirmed that the person he issued the boarding pass to, was Ahmed al-Ghamdi who was amongst the alleged hijackers reported alive after the attacks. This identification was only done against the flight manifest and not crosschecked with witnesses and/or employees or CCTV coverage.

This is a singular and interesting account from the Customer Service Representative. Singular, since this only happened on this flight; and interesting, because it gives us a

little more information on airport security that day. Note again what the Customer Service Representative stated (and we give it in full above) but note the statement, “the gate reader was not working for the past two or three days.” When a gate reader is not working, we pose the thought if it would impair the boarding lists: To add any name manually and print wrong lists and names.

Before going into the FBI Timeline, Hamza al-Ghamdi (one of the alleged hijackers reported still alive) checked out of his hotel with his brother (Ahmed) at 05:52 a.m. At 07:15 a.m., Hamza is seen at Boston Logan International Airport; there is no reference to his brother Ahmed. It must have been after their check in at the counter that Ahmed gave his boarding pass to his brother Hamza who also had another flight he would travel on that day toward Casablanca at 14:25 p.m.

Due to this information, it is safe to conclude this particular Hamza al-Ghamdi did not board Flight UA175, and is wrongly portrayed to this day as an alleged hijacker on this flight.

**FBI Timeline:** Marwan al-Shehhi's date of birth is not included in the FBI Timeline. In 1996, al-Shehhi became a Sergeant in the United Arab Emirates Armed Forces and by April 28 he was sent to Germany to study the language at Bonn University. By 1997 he "terminated his studies, left the Armed Forces, and began to associate with extremist elements in Germany."<sup>18</sup>

9/11 Working-level Employee

**The Hijackers and Their Visas**

Last Name	First Name	DOB	POB	DOI	POI	Consul	Supervi
Al-Ghamdi	Ahmed Saleh	7/2/79	SARB	9/3/00	Jeddah		
Al-Ghamdi	Hamza	11/18/80	SARB	10/17/00	Riyadh		
<i>Al-Ghamdi</i>	<i>Saeed</i>	<i>11/21/79</i>	<i>SARB</i>	<i>9/4/00</i>	<i>Jeddah</i>		
Al-Ghamdi	Saeed	11/21/79	SARB	6/12/01	Jeddah		
Al-Hazmi	Nawaf	8/9/76	SARB	4/3/99	Jeddah		
Al-Hazmi	Salern	2/2/81	SARB	6/20/01	Jeddah		
Al-Haznawi	Ahmad	11/11/80	SARB	11/12/00	Jeddah		
<i>Al-Mihdhar</i>	<i>Khalid</i>	<i>5/16/75</i>	<i>SARB</i>	<i>4/7/99</i>	<i>Jeddah</i>		
Al-Mihdhar	Khalid	5/16/75	SARB	6/13/01	Jeddah		
<i>Al-Nami</i>	<i>Ahmad</i>	<i>12/7/77</i>	<i>SARB</i>	<i>10/28/00</i>	<i>Jeddah</i>		
Al-Nami	Ahmad	12/7/77	SARB	4/23/01	Jeddah		
Al-Omari	Abdul Aziz	5/28/79	SARB	6/18/01	Jeddah		
Al-Shehhi	Marwan Yousef	5/9/78	UAE	1/18/00	Dubai		
Al-Shehri	Mohand	5/7/79	SARB	10/23/00	Riyadh		
Al-Shehri	Wail Mohammad	7/31/73	SARB	10/24/00	Jeddah		
Al-Shehri	Waleed Mohammad	12/20/78	SARB	10/24/00	Jeddah		
Al-Suqami	Satam	6/28/76	SARB	11/21/00	Riyadh		
Atta	Mohamed	9/1/68	Egypt	5/18/00	Berlin		
Banihammad	Fayez Rashid	3/19/77	UAE	6/18/01	Abu Dhabi		
<i>Hanjour</i>	<i>Hani</i>	<i>8/30/72</i>	<i>SARB</i>	<i>11/2/97</i>	<i>Jeddah</i>		
Hanjour	Hani	8/30/72	SARB	9/25/00	Jeddah		
Jarrah	Ziad Samir	5/11/75	Lebanon	5/25/00	Berlin		
Moqed	Majed	6/18/77	SARB	11/20/00	Riyadh		

*A line in italics represents the first of two visas*

s:\9-11 visa inquiry rep. wolf\the hijackers and their visas.doc

9/11 Commission Visa Table

**9/11 Commission Timeline:** Al-Shehhi pays his rent (700DM) during 1998 to Nordelbe GMBH, an import-export company based in Hamburg,<sup>19</sup> being an "international purchaser of food and beverages" with a small group of employees whose managing directors are Richard Reise and Stefanie Wulff. On August 28, 1998, al-Shehhi makes a payment of 481DM to Hay Computing Services (unknown for what) just 27 days before Atta begins work at this company in August 1, 1998.<sup>20</sup> Al-Shehhi requested a return to the United Arab Emirates from the military services to continue his studies; this request was denied on September 19, 1998, ten days after Atta began working at Hay Computing Services.

**FBI Timeline:** January 1, 1999, al-Shehhi is now residing on University campus in Bonn (Germany). By January 6 he begins studies at the Technical University of Hamburg and in the summer (July 26) he resides at Wilhelmstrasse 30 in the same city of Hamburg. On September 16, 1999, al-Shehhi applies to study shipping construction at the Technical University of

<sup>18</sup> Investigative Summary (JICI) April 19, 2002.

<sup>19</sup> [http://www.nordelbe.de/]

<sup>20</sup> Atta left Hay Computing Services on September 24, 1999. For Atta's detailed timeline see: [http://www.scribd.com/doc/63413366/Peddling-Power-2].

Hamburg. On October 28, 1999, a peculiar payment (via Visa) of \$29.95 goes to RJB Telecom Adult Internet Services. It is usually such adult services that sponsor front covers for many illegal organizations worldwide; hence they are deliberately left to operate for law enforcement agencies to accumulate data/traffic from their members.



**For Release:** September 26, 2001

## Web Crammers Settle FTC Charges

### Settlement Will Require Confirmation that Consumers Seek Membership at Adult Sites

An adult Web site company that illegally billed consumers' credit cards and phone bills without their authorization has agreed to settle Federal Trade Commission charges that the practices violated federal law. The settlement bars the deceptive billing practices in the future, and requires e-mail confirmation of membership requests and prompt refunds of improperly billed charges. It requires implementation of rigorous fraud detection and prevention mechanisms and requires establishment of a \$250,000 escrow fund, which will be forfeited if the defendants violate the terms of the settlement.

In October 2000, the FTC filed suit in U.S. District Court in Phoenix, Arizona alleging that RJB Telecom and its principals, Robert and Richard Botto, operated adult web sites that provided viewers a free "teaser" visit and allowed the option of paying by credit cards or telephone bills for membership. According to the FTC, large numbers of consumers complained that they were billed for access to the web sites without their authorization, and in many instances, had never accessed the web sites at all. The agency also alleged that consumers who tried to exit or closed the credit card membership screen were shifted to a screen that gave them a phone dialer option. That option installed a dialer program which disconnected the viewers' computer modem from its internet service provider and dialed an international telephone number to reconnect the computer to the Web sites. Long distance phone charges would show up on consumers' phone bills without notice that the charges were for RJB's services. The FTC charged that billing and attempting to collect money from consumers who had not authorized the charges was unfair and deceptive and violated federal law. The stipulated final judgment and order announced today resolved the court case.

Under the terms of the settlement, consumers who access the Web sites in the future will be sent an e-mail confirming their agreement to purchase RJB's adult services. The settlement bars misrepresentations that consumers have purchased or agreed to purchase goods or services or that they owe the defendants money. It also requires that consumers who have been improperly billed will be credited within five business days. The settlement permanently bars the defendants from billing consumers without their express, verifiable authorization; bars billing through third parties without identifying their corporate name and bars billing phone numbers without the express, verifiable authorization of the line subscriber. The defendants are required to implement rigorous fraud detection and prevention measures for credit and debit cards and the Web masters who run many of their sites. In addition, they are required to establish an escrow account of \$250,000, which will be maintained until March 15, 2003, and will be forfeited for violations of the settlement. Finally, there are extensive record keeping provisions so that the FTC can monitor their compliance.

RJB Telecom, Inc., is based in Scottsdale, Arizona.

The Commission vote to approve the settlement was 5-0.

**NOTE:** A Stipulated Final Judgment and Order is for settlement purposes only and does not constitute an admission by the defendant of a law violation. Consent judgments have the force of law when signed by the judge.

Copies of the Stipulated Final Judgment and Order are available from the FTC's web site at <http://www.ftc.gov> and also from the FTC's Consumer Response Center, Room 130, 600 Pennsylvania Avenue, N.W., Washington, D.C. 20580. The FTC works for the consumer to prevent fraudulent, deceptive and unfair business practices in the marketplace and to provide information to help consumers spot, stop and avoid them. To file a complaint, or to get free information on any of 150 consumer topics, call toll-free, 1-877-FTC-HELP (1-877-382-4357), or

#### E-mail this News Release

If you send this link to someone else, the FTC will not collect any personal information about you or the recipient.

#### Related Documents:

January 2, 2000, al-Shehhi issues a United Arab Emirates passport (#A0460773) unknown from which embassy. The following day, he purchases a Citybird flight deck video and it is sent to a post office box in Dubai. He then purchases a “Precision 747 Simulator software” which is sent to Ali A. MEC Ltd., in Dubai. <sup>21</sup> The address these videos were sent to, specifically the second, can be tracked to a “detainee” now held at the Guantanamo facilities in Cuba.

On May 29, 2000, al-Shehhi enters the U.S. at Newark, New Jersey from Brussels (Belgium) with Sabena Airlines Flight 537. He gives his residence at Days Inn Hotel (New York). On June 2 he is listed as staying at Best Western still in New York. One month later (June 29) he picked up a Western Union wire transfer in the amount of \$5,000 at the Western Union facility located at 1440 Broadway. The funds were sent from the United Arab Emirates Exchange Centre, Bur Dubai.

On July 2, 2000, al-Shehhi travels from New York to Chicago and then on to Oklahoma. On July 5 the FBI have him renting a room with Atta at Sooner Hotel & Suites located right on the University Campus of Oklahoma near the stadium for football fans. The room was paid by Airman Flight School in Norman, Oklahoma. We are not told why the flight school would pay for this room and it is not mentioned in the 9/11 Commission Timeline.

On July 17, 2000, al-Shehhi begins flight training at Huffman Aviation established in 1972 as Venice Flying Service, and was reorganized in 1987 and renamed as Huffman Aviation, which was purchased, according to General Aviation News by “Naples-based entrepreneurs Wally Hilliard and Rudy Dekkers. The Huffman 12-aircraft fleet includes a Cessna 150 and 172, Piper Warriors, Katanas, an Arrow and a Seminole. Hilliard and Dekkers also own Ambassador Airways, an FBO on the Naples airport.”

At the time of purchase, the school had a fleet of 12 small aircraft. Huffman offered private pilot, instrument rating, Commercial pilot, Multi-Engine Ratings, and flight instructor training, but did not offer training on larger, jet aircraft. More than 80% of the school’s students were foreign nationals, following a marketing campaign designed to attract overseas students. It also suffered from a poor local reputation, as the *Venice Gondolier* tabloid ran continuing stories about the flight school’s troubles. On May 12, 2001, it reported that the school had paid 3 months of past-due rent, and had been threatened with eviction by the city on June 9.

According to Wikipedia, when Atta presented himself to Huffman Aviation, he claimed to be of royal Saudi descent and introduced Marwan al-Shehhi as his bodyguard. In August, the school filed the necessary INS paperwork in order to allow both pilots to switch from “tourist” Visas to “student,” in order to allow them to enroll in the school’s piloting program. While they were allowed to apply, final verification did not reach the school until March 11, 2002. Still from Wikipedia’s reports, for a short while, during their time at the school, both al-Shehhi and Atta lived with a company employee named Charlie Voss for a few days, paying him about \$250 cash. After a week, Voss reportedly kicked them out of his house for insulting his wife. <sup>22</sup>

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<sup>21</sup> 9/11 Commission Timeline.

<sup>22</sup> This event is not mentioned at all in the 9/11 Commission and/or FBI Timelines.



On August 9, 2000, Marwan al-Shehhi requests his flight instructor replaced. Flight instructor replacement was also done twice by Atta: Once in July 18, 2000, and another time on August 27, 2000. On September 1, 2000, al-Shehhi leaves Huffman Aviation and transfers to Jones Aviation Service, owned by Tom Hammersley. Atta also transfers to Jones Aviation Service but later in September 23.

On September 8, 2000, al-Shehhi receives his Private Pilot Certificate from Huffman Aviation. On October 4 Atta and al-Shehhi fail a “Stage I exam” at Jones Aviation Service, according to flight instructor Kendal Coleman, but on December 21, al-Shehhi receives his Commercial Pilot Certificate from Huffman Aviation.

Tracking al-Shehhi down to September 11, 2001, the FBI Timeline has him boarding Flight UA175 from Boston Logan International Airport. No security CCTV has been released showing al-Shehhi pass through airport security.

Our timeline now comes to Ahmed and Hamza al-Ghamdi. According to an Investigative Summary, the former, a Saudi Arabian, was issued a Visa to come to the United States in September 2000. He arrived in Washington from the UK on May 2, 2001, after departing the United Arab Emirates. From the same document, we are told Hamza al-Ghamdi arrived in Miami on May 28, 2001, from Dubai via the UK.<sup>23</sup>

On June 26, 2001, Hamza al-Ghamdi issues an ID Identification card which would allow him to travel freely on domestic flights without needing to use his passport. The following day he issues a Florida Learner License at Delray Beach, and then on July 2 a driver’s license is issued.

On September 11, 2001, the FBI note Ahmed al-Ghamdi was on Flight UA175 and Hamza al-Ghamdi was seen at Boston Terminal C around 07:15 a.m. What is peculiar regarding the latter’s record for this fatal day is that the FBI state he is “presumed” to have been killed in the airline crash. Additionally, Hamza had a connecting flight scheduled which would depart from LA International Airport for San Francisco on Flight UA7950, as the extract shows.

3374	9/11/2001	TR	H AlGhamdi	UA 175 crashed into the South Tower of the World Trade Center (WTC). HAMZA ALGHAMDI presumed killed. (9:05AM)				Public Source.
3375	9/11/2001	MISC	H AlGhamdi	Future flight. Scheduled to depart Los Angeles International Airport for San Francisco International Airport on UA 7950.				UA passenger information.

*FBI Timeline on Hamza al-Ghamdi*

According to the Aviation Staff Report, released August 26, 2004, “Ahmed al-Ghamdi and Hamza al-Ghamdi checked in at the United Air Lines (UAL) ticket counter at Logan International Airport in Boston. They approached a United Air Lines customer service representative, who immediately referred them to another agent because one of the men presented a ‘certificate’ that the first agent was unfamiliar with.”<sup>24</sup> This second customer service

<sup>23</sup> Investigative Summary (JICI) April 19, 2002.

<sup>24</sup> FBI report of investigation, interview of Manuel Carreiro, September 28, 2001.

representative said that one of the two men told her that he needed a ticket. She examined his documents and found that he already had a UAL envelope with an itinerary and ticket in his hand. She told him that he did not need a ticket but could check-in. The United agent recalled that the men checked two bags. She thought each had one carry-on bag resembling a briefcase. She recalled that each man had ‘problems’ answering the standard security questions, and that she had to repeat them ‘very slowly.’ After the questioning, the men departed the counter area for the security checkpoint. None of the Flight 175 hijackers was selected for additional security scrutiny by the CAPPS system.”

It is worthy to note the Aviation Staff Report account on security regarding this particular flight: “Because Logan Airport did not use video cameras to monitor activities at security checkpoints, we could not establish with certainty when the five hijackers passed through security screening or how they were processed. Judging from when they checked in for the flight, we estimated they were screened within the time frames as follow: To reach their departure gate, after checking in, the hijackers had to pass through a checkpoint in Terminal C before boarding. The checkpoint was under the custodial responsibility of United Airlines. It had contracted the screening duties to Huntleigh USA Corporation. None of the checkpoint supervisors recalled the hijackers or reported anything suspicious regarding their screening.”

Our final alleged hijackers for Flight UA175 are Fayeze Rashid <sup>25</sup> and Mohand al-Shehri. <sup>26</sup> On the fatal day, the FBI has Fayeze Rashid depart for Boston Logan Airport. As with Hamza al-Ghamdi, the FBI “presumed” Rashid to have been killed in the airline crash. The following day, (September 12) money was withdrawn from Rashid’s account via an ATM in Karachi, Pakistan. The amount is not mentioned, nor if any CCTV coverage was confiscated noting who withdrew the cash. The 9/11 Commission Timeline has a continuous bank transaction occurring in Rashid’s bank account, from September 10 to December 31, 2001; further details are redacted.

On September 14, 2001, Rashid’s credit card was used to pay for a rental from Dollar Rental Car (Florida). On September 17, 2001, a rental was located at Boston Airport; after a search was conducted, additional airline tickets were found. Names have been redacted.

On the FBI’s Timeline, last page with no date, Mohand al-Shehri “attends college at Imam Muhammed bin Saud University but eventually drops out.” There are no details as to why this comment has been inserted at the very end of the timeline; however, since Mohand al-Shehri was reported still alive after the attacks, this college evidence from the FBI corroborates that fact. Another two alleged hijackers have been reported still alive, those being Ahmed al-Ghamdi and Hamza al-Ghamdi. The remaining two have not been spotted, yet bank account activity recorded after the attacks for Fayeze Rashid is peculiar. As for Marwan al-Shehhi, no security CCTV has been released showing him pass through airport security.

George Tenet noted that “Between April 1, 2001, and September 11, 2001, as many as 105 daily intelligence summaries were produced by the FAA for airline industry leaders. These reports

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<sup>25</sup> Born March 13, 1977.

<sup>26</sup> Born May 2, 1979.

were based on information received from the intelligence community. Almost half of these mentioned al-Qa'ida, Usama bin Laden, or both. Unfortunately, even when our warnings were heard, little was done domestically to protect the United States against the threat. To cite two obvious and tragic failures, only after 9/11 were cockpit doors hardened and passengers forbidden from carrying box cutters aboard U.S. commercial airliners.”<sup>27</sup> But this turns out not to be true as seen in the following report.

## CBS News

### *Boxcutters Weren't Allowed Pre-9/11*

February 11, 2009

The screenshot shows the CBS News website interface as of February 11, 2009. The top navigation bar includes links to various CBS programs like 'CBS Evening News', 'The Early Show', '48 Hours Mystery', '60 Minutes', 'Sunday Morning', 'Face the Nation', and 'Up to the Minute'. Below this is the 'CBSNEWS' logo and a search bar. A secondary navigation bar lists categories such as VIDEO, U.S., WORLD, POLITICS, ENTERTAINMENT, HEALTHWATCH, MONEYWATCH, TECH, SPORTS, OPINION, PHOTOS, and MORE. A third bar features 'BLOGS' and 'WEBSHOWS' with sub-links like 'HotSheet', 'Crimesider', 'HealthPop', 'Investigates', '60 Overtime', 'What's Trending', and 'Washington Unplugged'. The main article is titled 'Boxcutters Weren't Allowed Pre-9/11' and is dated 'February 11, 2009 8:56 PM'. It includes social media sharing options (Add Comment, Email Story, Share This, Tweet This, More) and a list of 'Most Popular on CBS News' stories. The article text discusses a 1994 manual issued by the Air Transport Association regarding boxcutters on planes.

February 11, 2009 8:56 PM

## Boxcutters Weren't Allowed Pre-9/11

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(AP) A manual written by the airline industry years before the Sept. 11 attacks instructed airport screeners to confiscate from passengers boxcutters like those used by the hijackers, documents show.

Though the federal government did not specifically bar the objects before Sept. 11, the airlines were in charge of security and the manual they compiled was the guidebook for determining what items could be brought aboard flights.

The instructions were part of the Checkpoint Operations Guide, a manual issued by the Air Transport Association, which represents the major airlines, and the Regional Airline Association, the trade group for smaller carriers. The groups issued the guide to carry out Federal Aviation Administration regulations.

A copy of the 1994 manual was obtained by The Associated Press.

FAA spokeswoman Laura Brown said keeping boxcutters off planes was an industry requirement, not a government order. She said the FAA allowed airline passengers to carry blades less than four inches long before Sept. 11. Government rules now prohibit such items.

Other items allowed into airplane cabins, according to the manual, included baseball bats, darts, knitting needles, pocket utility knives less than four inches long and scissors.

ATA spokesman Michael Wascom would say only: "Boxcutters were not prohibited by the FAA on 9-11-01." Officials of the regional airlines group declined comment.

Former FAA chief counsel Kenneth Quinn, now a lawyer representing several security companies, said the agency, not the industry, was responsible for keeping boxcutters off planes. "There's only one way to prohibit items from being carried on board airplanes, and that is through mandatory security directives from the FAA," Quinn said.

Before the terrorist attacks, the industry was responsible for security, under FAA oversight. The

### Most Popular on CBS News

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- 02 Man undergoes hernia surgery - docs find uterus
- 03 Report: Casey Anthony photographed in Ohio
- 04 Ashton Kutcher's "Two and a Half Men" role revealed
- 05 Bubba Smith, NFL and film star, dies at 66

#### Videos

- 01 Where's the "Good Stuff?" Obama makes burger run
- 02 Gabrielle Giffords gets standing ovation during House vote
- 03 Rep. Lamborn apologizes for "tar baby" remark

<sup>27</sup> George Tenet "At the center of the storm: My Years at the CIA." P. 105, HarperCollins. (2007).



\$15 billion airline aid bill enacted shortly after Sept. 11 limited the airlines' liability to the amount of their insurance coverage. The House Republican version of legislation creating a Homeland Security Department would give the same liability limits to screening companies.

The fact that a boxcutter got aboard an airplane isn't going to guarantee victory in a lawsuit, said Dean Headley, associate professor of marketing at Wichita State University and co-author of an annual study on airline quality.

"I just don't think there is going to be a lot of lawsuits won or lost on that particular item," Headley said. "Other things that were equally or more potentially lethal were allowable and certainly not excluded."

The manual for security screeners was issued by the airlines' trade groups to comply with FAA regulations and was in effect at the time of the terror attacks. The document lists boxcutters and pepper spray as items not allowed past security checkpoints. Screeners were told to call supervisors if they found either item.

Attorney General John Ashcroft said some of the hijackers used boxcutters to take over the planes, and the indictment of alleged hijacking coconspirator Zacarias Moussaoui charged that Mohammed Atta, the leader of the hijackers, had pepper spray.

"We actually had rules and regulations to stop this," said former Transportation Department Inspector General Mary Schiavo, now a lawyer suing United Airlines and American Airlines on behalf of families of Sept. 11 victims.

Paul Hudson, head of the Aviation Consumer Action Project, an advocacy group, said this latest revelation is another reason for an independent commission to investigate Sept. 11.

"The congressional committees, while they did investigate intelligence and law enforcement, really haven't touched on airline security, as was operated by the airlines and regulated by the FAA," said Hudson, who lost his daughter in the 1988 bombing of Pan Am Flight 103.

By Jonathan D. Salant

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Fair Use: For more information see footnote. <sup>28</sup>

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<sup>28</sup> [<http://www.law.cornell.edu/uscode/17/107.shtml>]

## V

### Documentation of Flight UA175

The following documents pertain to the people on board Flight UA175, and are the flight manifests,<sup>29</sup> the passenger list, the boarding list, and the non-show list. These documents are all that is needed to identify who was and who was not on board this aircraft.

#### Passenger List

Released (by the FBI)

This list assists ticket controllers to identify who bought an airline ticket and should check in with luggage at the ticket desk to receive their boarding pass and consequently be put on the flight manifest list with an assigned seat location.

#### Flight Manifest

Released

This list verifies who checked in with luggage at the ticket desk, received their boarding pass and consequently was assigned a seat location on the airline.

#### Boarding List

Not released

This list assists in an investigation; it also assists the crew on board an aircraft showing who checked in with luggage at the ticket desk and received their boarding pass. The list also shows seat arrangement.

#### Non-show List

Released (by the NTSB)

This list assists in an investigation; it shows who did not check in with luggage at the ticket desk, did not receive a boarding pass, and was not assigned a seat on the aircraft.

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- Passenger list

American Airlines, on September 12, 2001, under the instructions of the FBI, released to the mainstream media a passenger list containing 51 persons.

This list assists ticket controllers to identify who bought an airline ticket and should check in with luggage at the ticket desk to receive their boarding pass and consequently be put on the flight manifest list with an assigned seat location.

We do not know who or how many people from the full passenger list below actually boarded due to the non-release of the actual boarding list.

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<sup>29</sup> A flight manifest is a list of passengers (or in the case of a cargo flight, parcels) and crew of an aircraft compiled before departure based on flight check-in information. It is securely guarded to protect passengers' privacy [http://en.wikipedia.org/wiki/Flight\_manifest]

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1. AHMED, A. LAX FF\*\* A2 02A A  
 2. ALGHAMDI, A. LAX CC\*\* 09D A  
 3. ALGHAMDI, A. LAX CC\*\* 09C A  
 4. ALSHEHHI, M. LAX CC\*\* 06C A  
 5. ALSHEHHI, M. LAX FF\*\* A2 02B A  
 6. AVRAHAM, A. LAX YH\*\* 22G A VGML  
 7. BAVIS, M. LAX YM\*\* 19F A  
 8. BERKELEY, G. LAXCNC\*\* 06B A  
 9. BOLOURCHNI, LAXYXY\*\* 15C A  
 10. BOTHE, K. LAX YV\*\* 21A A  
 11. BRANDHORST, D. LAXCNC\*\* B3 08A A  
 12. BRANDHORST, D. LAXCNC\*\* B3 08B A  
 13. CAHILL, J. LAXCNC\*\* 06E A  
 14. CARSTANJIC, LAX YW\*\* 20A A VGML  
 15. CORCORAN, J. LAX YQ\*\* 21G A  
 16. BAILEY, G. LAXCNC\*\* 06F A  
 17. DEARAUJO, D. LAX YT\*\* 17C A  
 18. DEBARRER, G. LAXCNC\*\* 09A A  
 19. FROST, L. LAX YS\*\* 22A A  
 20. GAMBOA, R. LAXCNC\*\* B3 08C A  
 21. GOODCHIL, L. LAX YW\*\* 23F A  
 22. GOODRICH, P. LAX YM\*\* 23B A  
 23. GOWELL, D. LAX YW\*\* 22B A LFML  
 24. HAMMOND, C. LAX YB\*\* 16C A  
 25. HANSON, C. LAX YW\*\* 19C A VGML  
 26. HANSON, P. LAX YW\*\* 19E A  
 27. HANSON, S. LAXYXY\*\* 19D A  
 28. HARDACRE, G. LAX YW\*\* 24F A  
 29. HAYDEN, J. LAX FF\*\* 02C A  
 30. HOMER, H. LAX YS\*\* 17E A  
 31. JALBERT, R. LAX YW\*\* 16B A  
 32. KERSHAW, R. LAX YH\*\* 22C A  
 33. KIMMIG, H. LAX YV\*\* 21B A  
 34. KINNEY, B. LAX YM\*\* 19A A  
 35. LEBLANC, R. LAX YW\*\* 16G A  
 36. LOPEZ, M. LAX YM\*\* 19G A  
 37. HARTON, E. LAX YW\*\* 24B A  
 38. MARIANI, L. LAX YS\*\* 20G A  
 39. MCCOURT, L. LAXYXY\*\* D2 25A A  
 40. MCCOURT, R. LAXYXY\*\* D2 25B A  
 41. MEDWIG, D. LAX YV\*\* 28C A VLML  
 42. MENZEL, W. LAX YH\*\* 21C A  
 43. NASSANEY, S. LAX YW\*\* C2 23E A  
 44. PAPPALARUM, LAX YW\*\* 20F A  
 45. QUIGLEY, P. LAXFNF\*\* 01A A  
 46. RIMMELE, F. LAX YV\*\* 25B A  
 47. ROUX, J. LAX YV\*\* 22F A  
 48. SWEENEY, B. LAX YM\*\* 15A A  
 49. SIMPKIN, J. LAXCNC\*\* 06D A  
 50. WARD, T. LAX YW\*\* 17A A  
 51. WEEMS, W. LAX YV\*\* 27A A

END NAMES

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Flight Manifest List released by the FBI

This above names verifies who checked in with luggage at the ticket desk, received their boarding pass and consequently was assigned a seat location on the airliner.

There is a contradiction: The passenger list is identical to the manifest list. Therefore, the only document released to the public, of Flight UA175, is a passenger list; one termed so, and the other termed a manifest.

If remembered, in the passenger list for Flight AA11, there was one name which was also found on the passenger list of Flight UA175, according to the FBI. In the above passenger list this name does not show up. What happened in this situation was that the spouse of passenger Carlos Montoya was interviewed by the FBI on September 12, 2001, at 11:00 a.m. The reason for this interview was that his name was also found on a passenger list for Flight UA175 that was involved in the WTC2 attack. However, the list above does not have this passenger.

FD-302 (Rev. 10-6-95)

9/11 First Responder/Family Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/21/2001

STACEY MONTOYA, Date of Birth (DOB) [REDACTED]

[REDACTED] was advised of the identity of the interviewing agent and the purpose of the interview. Also present was Massachusetts State Trooper RICHARD MAHONEY. MONTOYA provided the following information:

MONTOYA advised that her husband, CARLOS MONTOYA was a passenger on UNITED AIRLINES Flight 175. MONTOYA stated that CARLOS was traveling from Boston to Los Angeles on business, with his final destination being Mexico City, Mexico. MONTOYA thought that this business trip was planned approximately two weeks prior to his actual departure. MONTOYA added that CARLOS is employed as a Relationship Manager with THOMPSON FINANCIAL, Boston, MA.

MONTOYA advised that CARLOS took a taxi to the LOGAN AIRPORT, leaving their residence at approximately 6:15 a.m. MONTOYA thought that her husband would have probably arrived at the airport at 6:45 a.m. on September 11, 2001. MONTOYA stated that CARLOS was carrying a folded garment bag which had a gold lock on the outside. MONTOYA added that CARLOS also had his leather bound computer case.

MONTOYA described her husband CARLOS as a dark skinned male, approximately 5'9", 180 to 185 lbs. He had dark hair, which he wore short, and was balding in the front. MONTOYA advised that CARLOS had some pockmarks on his face and almond shaped green colored eyes. MONTOYA stated that CARLOS was born in Columbia and his dentist was located in Columbia.

MONTOYA stated that CARLOS was wearing a platinum wedding ring with a gold edge on either side of the actual wedding ring. The ring was inscribed with the date June 9, 2001. MONTOYA added that her husband would have been wearing his silver Rolex watch, which was inscribed with the words "Contodomiamor." MONTOYA added that this phrase means "with all my love" in Spanish. MONTOYA stated that her husband could have wearing his silver SKAGEN watch instead of the Rolex. MONTOYA added that her husband was also wearing a gold chain with a cross on it and would have had his

Investigation on 9/12/01 at Logan Airport, Boston, MA

File # 265D-NY-280350

Date dictated 9/16/01

by 9/11 Law Enforcement Privacy [REDACTED]

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

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265D-NY-280350

Continuation of FD-302 of STACEY MONTOYA, On 9/12/01, Page 2

NOKIA cell phone with him. The number to this cell phone is (617) 794-5631.

MONTOYA advised her husband was traveling alone and she did not have any contact with him after he left their residence on September 11th.



# United Airlines Flight #175

BOEING 767-200

SEAT

PASSENGER



The seat map shows a Boeing 767-200 configuration with 33 rows. Rows 1-10 are Zone A (First Class), rows 11-43 are Zone B (Business Class), and rows 44-76 are Zone C (Economy Class). The map includes aisle seats, window seats, and emergency exit rows (rows 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33).

ZONE A - FIRST  
10 SEATS

ZONE B - BUSINESS  
33 SEATS

ZONE C - ECONOMY  
125 SEATS

SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER
2A	Ahmed, Fayed	6E	Cahill, John	19C	Hanson, Christine	19A	Kinney, Brian	1A	Quigley IV, Patrick
9D	Alghamdi, Ahmed	20A	Carstanjen, Christoffer	19E	Hanson, Peter		LaBorie, Kathryn L.	25B	Rimmele III, Frederick
9C	Alghamdi, Hamzi	21G	Corcoran III, John	19D	Hanson, Sue Kim	16G	LeBlanc, Robert	22F	Roux, James
6C	Alshehri, Marwan	17C	de Araujo, Dorothy	24F	Hardacre, Gerald	19G	Lopez, Jr., Maclovio	1F	Sanchez, Jesus
2B	Alshehri, Mohand	9A	DeBarrera, Ana Gloria	24B	Hartono, Eric	1E	MacFarlane, Marianne		Saracini, Victor J.
22G	Avraham, Alona		Fangman, Robert J.	2C	Hayden, James		Marchand, Alfred G.	2E	Shearer, Mary Kathleen
6F	Bailey, Garnet "Ace"	22A	Frost, Lisa	17E	Homer, Herbert	20G	Mariani, Louis	2F	Shearer, Robert
19F	Bavis, Mark	8C	Gamboa, Ronald		Horrocks, Michael	26A	McCourt, Juliana	6D	Simpkin, Jane
6B	Berkeley, Graham	23F	Goodchild, Lynn	16B	Jalbert, Robert	26B	McCourt, Ruth	15A	Sweeney, Brian
15C	Bolourchi, Touri	23B	Goodrich, Peter		Jarret, Amy	28C	Medwig, Deborah		Tarrou, Michael C.
21A	Bothe, Klaus	22B	Gowell, Douglas	22C	Kershaw, Ralph	21C	Menzel, Wolfgang		Titus, Alicia N.
8A	Brandhorst, Daniel	1C	Grogan, Francis	21B	Kimmig, Heinrich	23E	Nassaney, Shawn	17A	Ward, Timothy
8B	Brandhorst, David	16C	Hammond, Jr., Carl		King, Amy	20F	Pappalardo, Marie	27A	Weems, William



The document with the names of non-show passengers was titled PENTTBOMB MC182 (OO:BS) issued September 23, 2001, with an investigation conducted on September 17, 2001. The following non-show passengers, whose “Information on each individual provided was obtained from United Airlines flight manifest records and when possible, from United Airlines Mileage Plus (frequent flyer) account information;” this would mean the FBI were given a manifest list which was never released to the public.

FBI Group List Cancellations / Non-show

#	Name	Interview	Comment
1	Young Renee (Student)	YES	<u>Non-show</u> : No intention to use return ticket
2	Kawahara Kelly (Student)	YES	<u>Non-show</u> : “She never had any intention of returning on September 11 and planned to use that portion of the ticket to return for either Thanksgiving or Christmas.”
3	Soo Tatchui	YES	<u>Cancelled</u> : Failed to locate Soo at the address provided. The current resident indicated Soo returned to Hong Kong. Passenger was later cleared
4	Lange Scott	YES	<u>Rescheduled</u> : Due to family emergency
5	Turner Christie	NO	<u>Rescheduled</u> : Unknown reason
6	Soeung Caroline	YES	<u>Rescheduled</u> : Due to illness. According to the FBI, Soeung “rescheduled her flight to Flight UA535 which left later in the afternoon.” But this is not correct; all outgoing flights on 9/11 were cancelled
7	Harper Lindsey	NO	<u>Cancelled</u> : Failed to locate
8	Stern Henry	NO	<u>Cancelled</u> : Failed to locate
9	Travers William	YES	<u>Rescheduled</u> : Due to business
10	Lick Wilbert	YES	<u>Rescheduled</u> : Due to family matters
11	Huang Poyi	YES	<u>Rescheduled</u> : Did not recall being booked for Flight UA175; could not give reason why he rescheduled
12	Iandiorio Thomas	YES	<u>Rescheduled</u> : Due to family matters. “When checked-in at the UA ticket counter, he was informed that he was bumped from his flight to another UA flight that left at the same time.”
13	Herrera Sadie	YES	<u>Cancelled</u> : “Interviewed with negative results”
14	Englander Howard	YES	<u>Cancelled</u> : “Interviewed with negative results”
15	McCarthy Dennis	YES	<u>Rescheduled</u> : Due to business
16	Fisher Jennifer	YES	<u>Rescheduled</u> : Due to business
17	Schwartz David	YES	<u>Rescheduled</u> : Due to family matters
18	Connolly Paul	YES	<u>Cancelled</u> : Due to business
19	McRoberts Mathew	YES	<u>Rescheduled</u> : Due to business
20	Kozloski Christopher	YES	<u>Rescheduled</u> : Due to business
21	Brown Ormande	YES	<u>Cancelled</u> : Due to no knowledge he was booked on Flight UA175
22	Braga Joseph	YES	<u>Rescheduled</u> : Due to economical purposes
23	Turner Christie	YES	<u>Rescheduled</u> : Due to family matters
24	Haugen Thomas	YES	<u>Cancelled</u> : Due to business



## VI

### Flight UA175 / Flight AA11

#### Cockpit Voice Recorder & Flight Data Recorder

*Uncertain if found*

Attorney General John Ashcroft testified before the National Commission on Terrorist Attacks upon the United States in April 13, 2004. He went on to say that the electronic flight data and voice recorder boxes of the four hijacked planes had not been found. That statement was overtaken by events later in the day when the so-called black boxes were found at two of the crash sites: The Pentagon, and the Pennsylvania site.



*Mr. Giuliani holds up a photo of an airliner flight recorder, known as a “black box,” as he appeals to the public in New York, Wednesday, September 12, 2001, for help in locating the devices carried on the planes that crashed into the World Trade Center on Tuesday.*

*©Associated Press/David Karp*

The Flight Data Recorder is designed to retain information on the maneuvering, operating status and condition of an aircraft. The Cockpit Voice Recorder retain the final 30 minutes of conversation in the cockpit.

The black boxes for Flight AA11 and Flight UA175 “were never found,” the 9/11 Commission stated. However, this statement is overtaken by Nicholas Demasi, who was a ground zero first responder. “At one point, I was assigned to take Federal Agents around the site to search for the black boxes from the planes. There were a total of four. We found three.” Demasi does not elaborate further, nor has any other first responder corroborated his account.

Reporter Dan Rather from *CBS News* had said that Mayor Giuliani notified of a Flight Recorder found in the tower complex.<sup>30</sup> However, 5 minutes later, the same reporter redacts his report in a later video. Both videos can be seen in the footlink given.<sup>31</sup>

Whatever the case may be, no transcripts or data from any black box from these two flights have ever been released, except for the transcripts of the Air Traffic Controllers.

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NTSB Identification: **DCA01MA060.**

The docket is stored in the Docket Management System (DMS). Please contact [Records Management Division](#).

Scheduled 14 CFR operation of American Airlines

Accident occurred Tuesday, September 11, 2001 in New York City, NY

Probable Cause Approval Date: 3/7/2006

Aircraft: Boeing 767-200ER, registration: N334AA

Injuries: 92 Fatal.

The terrorist attacks of September 11, 2001 are under the jurisdiction of the Federal Bureau of Investigation. The Safety Board provided requested technical assistance to the FBI, and this material generated by the NTSB is under the control of the FBI. The Safety Board does not plan to issue a report or open a public docket.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The Safety Board did not determine the probable cause and does not plan to issue a report or open a public docket. The terrorist attacks of September 11, 2001 are under the jurisdiction of the Federal Bureau of Investigation. The Safety Board provided requested technical assistance to the FBI, and any material generated by the NTSB is under the control of the FBI.

[Full narrative available](#)

[Index for Sep2001](#) | [Index of months](#)

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<sup>30</sup> [<http://www.youtube.com/watch?v=lZWByHSCUwY>]

<sup>31</sup> [[http://www.911myths.com/index.php/The\\_Black\\_Boxes](http://www.911myths.com/index.php/The_Black_Boxes)] / [<http://www.youtube.com/watch?v=TGEtoALGyCY>]